

Chapter 7. Transportation Permits

Section 1411.1. Definitions

The following ~~mean; terms when used in this article~~ have the following meaning:

- (a) "Department" means the California Department of Transportation.
- (b) ~~"Permits"~~ "Permit" means a Transportation Permit issued by the Department pursuant to Article 6 (commencing with Section 35780) of Division 15 of the California Vehicle Code.
- (c) "Single Trip Permit" means a permit authorizing travel in one direction between a single origin and destination on the most direct route capable of safe passage.
- (d) "Repetitive Trip Permit" means a permit authorizing multiple trips in one direction for identical loads or vehicles between a single origin and destination on the most direct route capable of safe passage.
- (e) "Annual Permit" means a permit authorizing travel on designated routes within a specific geographic area for a vehicle, or vehicle carrying a load, of maximum size and weight.
- (f) "Permit Rider" means an accompaniment to a permit modifying the original conditions and/or requirements.
- (g) "Permit Conditions" and "Special Conditions" mean accompaniments validating a permit and applying specific requirements for travel under the authority of the permit.
- (h) "Inspection Report" means a report issued by the Department for a specific vehicle documenting critical features essential to extralegal permit activity.
- (i) "Route Survey" means a written report prepared by, or under the direction of, the permit applicant detailing all features of the state, county, and city routes intended for the permit application. Features include:
 - (1) All overhead crossings, signs, lighting, landscaping, or any other object over the roadway when the route survey is required for overheight permits.
 - (2) All curves where the vehicle or vehicle combination authorized under permit will be forced to significantly encroach into an adjacent lane or onto the roadway shoulder when the route survey is required for overwidth and/or overlength permits. Any roadway appurtenances necessary to relocate or protect will be noted by description and location.
 - (3) All bridges, structures, culverts, and load bearing objects with name, number, and location when the route survey is required for overweight permits.
- (ej) ~~For purposes of this article,~~ "Fire truck" means any fire apparatus defined in 35002(b)(3) of the California Vehicle Code.
- (ek) "Aerial platform ladder fire truck" means a fire suppression vehicle, or vehicle combination, equipped with an elevating platform that may include a continuous egress route from the elevated position to the ground.

- (el) "Aerial ladder fire truck" means a fire suppression vehicle or vehicle combination equipped with a self-supporting, turntable mounted, power operated aerial ladder of two or more sections permanently attached to the vehicle and designed to provide a continuous egress route from the elevated position to the ground.
- (fm) "Aerial water tower fire truck" means a pumper fire truck equipped with a device consisting of permanently mounted power operated booms and a water way designed to supply a large capacity mobile elevated water stream. The booms may be of articulating design or telescoping design and may be equipped with a ladder for continuous egress.
- (gn) "Pumper fire truck" means a single unit fire suppression vehicle equipped with a fire pump, water tank, hose, and equipment designed for sustained pumping operations during fire fighting and supporting associated fire department operations.
- (ho) "Tiller axle" means a semi-trailer single rear steer axle operated by a person other than the vehicle driver.

NOTE: Authority cited for Article 9: Section 35795, Vehicle Code. Additional authority cited: Sections 14001, 14007, 14008 and 14010, Government Code and Sections 20 and 50, Streets and Highways Code. Reference: Section 35002, Vehicle Code.

HISTORY

1. New article (Sections 1439, 1439.1 through 1439.5) filed 11-24-69 as an emergency; designated effective 1-1-70 (Register 69, No. 48).
2. Certificate of Compliance—section 11422.1, Gov. Code, filed 12-31-69 (Register 70, No. 1).
3. Renumbering from section 1439 filed 4-6-70; effective thirtieth day thereafter (Register 70, No. 15).
4. Amendment of subsection (a) filed 8-7-73 as procedural and organizational; effective upon filing (Register 73, No. 32).
5. New subsections ©-(h) and amendment of Note filed 8-23-93; operative 9-22-93 (Register 93, No. 3).

Section 1411.2. Issuance of Permits.

~~—Permits shall be issued by the Department through its District Offices following the procedures outlined in the Department's Transportation Permits Manual.~~

The Department will withhold issuance of permits and/or suspend the authority of permits:

- (a) When there is question of unsafe or harmful activity by any applicant or person in possession of a permit.
- (b) When the applicant fails to provide an approved inspection report or information necessary to complete the permit application.
- (c) When the applicant fails to provide a completed and accurate route survey.
- (d) When there is question as to public safety or damage to public property.
- (e) When permit fees owed the Department become more than 90 days in arrears.

NOTE: Authority cited: Section 35795, Vehicle Code and Section 14010, Government Code; and Sections 20 and 50, Streets and Highways Code.

HISTORY

1. Renumbering from section 1439.1 filed 4-6-70; effective thirtieth day thereafter (Register 70, No. 15).
2. Amendment filed 8-7-73 as procedural and organizational; effective upon filing (Register 73, No. 32)
3. Amendment of section and NOTE filed 1-12-93; operative 2-15-93, No. 3).

Section 1411.3. Permit Fees.

(a) ~~The permit fees shall be as follows:~~

(a) Permit fees:

Single trip permit or rider	\$16.00	\$20.00
Permit rider	\$20.00	
Repetitive trip permit.	\$110.00	
Annual permit	\$90.00	\$110.00

(b) In addition, a special service charge of \$50.00 per hour will be ~~imposed on the permittee~~ charged for each hour expended directly on engineering investigations, routing ~~definition~~, coordination, and control of permit movement for each individual load or vehicle which is equal to or in excess of any one of the following: ~~which meets any one of three following criteria:~~

(1) ~~Loads in excess of 15 feet in width wide.~~

(2) ~~Loads in excess of 135 feet in overall length.~~

(3) ~~17 feet in height.~~

(4) ~~weight that require:~~

(4) Weight that requires:

(A) More than a 13-axle, single-vehicle width hauling combination, or

(B) A 13-axle, single-vehicle width hauling combination with a load deck where the inner axles in the groups bordering the load deck are 40 feet or more apart, or

(C) Two or more side-by-side vehicles with a combined width of 14 feet or more supporting the load.

(c) The total hours ~~charged for the service charge~~ will be a summation of the time expended by: by all Department personnel related to the specific load or vehicle and rounded up or down to the nearest whole hour.

(1) ~~Sacramento Headquarters Office of Permits to review load reducibility and potential for safe movement;~~

(2) ~~Sacramento Headquarters Office of Structures to examine the individual bridges to be crossed for capacity adequate to sustain the load;~~

(3) ~~District Permit Offices to define specific routing with operational conditions and to coordinate movement with the California Highway Patrol and adjacent states, cities and counties, and~~

(4) ~~District maintenance and Traffic Personnel to implement lane closures, traffic control support, temporary movement of signs or traffic signal mast arms or other actions essential to specific load movement. Although it is not standard practice, if it is determined for safety reasons that traffic operational personnel must accompany the load for the entire trip, those charges would be imposed on the permittee.~~

(d) ~~Where engineering investigations, route definitions, and coordination apply to a request involving more than one identical load, those hours will be charged only for the first load. Other actions required for each of the additional load~~

~~movements, such as sign removal and replacement, will be charged separately, based on the hours expended for those additional actions. The summation of charges will be rounded up or down to the nearest whole hour.~~

(d) For identical loads or vehicles requiring multiple permits and transported at the same time or on sequential dates, the service charge shall only be applied to the fee for the first permit.

(e) ~~The charge per permit issued for repetitive loads of ten or more trips will be the same amount as is charged for the annual permit. To qualify as a repetitive load, the commodity must be of the same size and description, with evidence presented with the application of the anticipated number of loads and an estimate of the anticipated total time involved in the shipment. This type of permit shall also be limited to travel from the specified point of origin to the destination, i.e., restricted haul from point A to point B only. No charge shall be made to renew, within a 12-month period, a permit to haul a single saw log.~~

(f) ~~The specific fee to be charged shall be determined by a review at the beginning of each fiscal year by the Department to ensure that the income derived from such fees does not exceed the cost of administration.~~

(e) Vehicles owned by city, county, and state agencies and operated by their employees are exempt from all permit fees.

(f) Loads transported on a city, county, or state vehicle and driven by a city, county, or state employee are exempt from all permit fees.

(g) There is no fee for a replacement permit or a permit rider issued to correct an error or omission made by the State.

(h) There is no fee for an inspection:

(1) If it is the initial inspection on a vehicle or load.

(2) If an inspection appointment is rescheduled or canceled 24 hours before the originally scheduled time and date.

(3) If the inspection is required due to error or omission made by the State.

(i) There will be a \$50 fee for any inspection or missed appointment except as noted in paragraph (h) of this section.

NOTE: Authority cited: Section 35795, Vehicle Code.
Reference: Section 35795, Vehicle Code; and Section 92, Streets and Highways Code.

Section 1411.4. ~~Payment.~~

~~Applicants shall pay for permits, upon receipt, with cash, money order, corporate checks, certified checks, or Visa or MasterCard credit cards. Personal checks in amounts less than \$100 will be accepted. Existing monthly billing accounts in good standing shall be continued as long as the accounts remain current.~~

NOTE: Authority cited: Section 35795, Vehicle Code.
Reference: Section 35795, Vehicle Code; and Section 92, Streets and Highways Code.

Section 1411.5. ~~Time Limitations on Single Trip Permits.~~

The effective period of a "single trip" permit shall include a reasonable time in transit plus additional time for anticipated delays due to adverse conditions. Requests to cover return trips on one permit will be approved with the effective duration to allow a reasonable travel time, with two days additional for transfer of load and also additional time for possible inclement weather, up to a maximum total time of 14 days. The permit shall include a full description of all loads hauled within authority of the permit.

Section 1411.6. Public Entities.

No charge for transportation permits shall be imposed on governmental agencies or public corporations using their own equipment.

Section 1411.4. Permit Duration.

- (a) The duration of all permits shall be from the date of issuance. Permits shall not be post or pre dated.
- (b) The duration of a single trip permit shall not exceed five sequential calendar days. The duration may be reduced where there is concern for changing road or weather conditions and other factors regarding public safety or damage to public property.
- (c) The duration of a repetitive trip permit shall not exceed 6 sequential calendar months. The duration may be reduced where there is concern for changing road or weather conditions and other factors regarding public safety or damage to public property.
- (d) The duration of an annual permit is one calendar year. The duration shall not be extended due to revisions of the permit or its accompaniments. The duration may be reduced where there is concern for changing road or weather conditions and other factors regarding public safety or damage to public property.

Section 1411.5. Pilot Cars.

In addition to the requirements in Vehicle Code Sections: 472, 27904, 27904.5, and 28100 through 28103, and the requirements that may be specifically detailed on a permit or a condition to the permit, all pilot car operators shall:

- (1) complete a route survey in advance of escorting a permit vehicle when the permit authorizes one or more of the following:
 - (a) Width equal to or greater than 15 feet.
 - (b) Height equal to or greater than 17 feet.
 - (c) Overall length equal to or greater than 135 feet.
 - (d) Extralegal weight on beam and dollies or other than standard single vehicle or standard 5, 7, 9, 11, 13-axle configurations.
- (2) attempt where possible to communicate all potential collisions to the driver of the permit vehicle under escort so as to provide time for corrective action.

Section 1411.6. Applicant's Responsibility.

- (1) It is the applicant's responsibility to have knowledge of the route authorized by the permit and the ability of the vehicle or vehicle combination to traverse the route with respect to public safety and without damage to public property.

- (2) The applicant shall provide a route survey whenever requested by the State.

Section 1411.7. Obligation to Report.

For any of the following that occur while traveling under the authority of a permit, a written report shall be filed with the Chief, Transportation Permit Branch, 1120 N Street, MS 36, Sacramento, CA 95814, within 30 days of the occurrence:

- (1) receipt of any citation.
- (2) any accident or collision resulting in injury or property damage in excess of \$500.
- (3) any obstruction, traffic condition, or maneuver required by the designated route on the permit which the driver of the permit vehicle feels is dangerous or a potential hazard.

Failure to comply with the requirements of this section, or where citation or accident results in concern for public safety or the public investment in the highway system, may result in the withholding of permits until corrective action can be assured.

Section 1411.7. 1411.8. Fire Trucks.

- (a) Any fire truck may exceed the maximum allowable axle weights of the Department's Transportation Permit Program, but shall not exceed the following weight limits:

Axle Configuration	Max. Allowable Weight
Single Steering Axle	23,000 pounds
Single Tiller Axle	24,000 pounds
Single Drive Axle	24,000 pounds
Tandem Axles	48,000 pounds
Tridem Axles	54,000 pounds

- (b) ~~Notwithstanding~~ Specific exceptions to the weight limits set forth in (a) above are:
 - 1) A two-axle aerial ladder fire truck and a two-axle aerial water tower fire truck shall not exceed 31,000 pounds on the rear axle. A three-axle aerial platform ladder fire truck shall not exceed 53,000 pounds on the tandem axle assembly. An aerial ladder fire truck, two-vehicle combination, shall not exceed 27,000 pounds on the single-drive axle of the power unit.
 - 2) A pumper fire truck designed to carry a minimum capacity of 1,200 gallons, shall not exceed 27,000 pounds on a single drive axle.
- (c) A fire truck designed to carry a minimum capacity of 1,200 gallons and exceed axle weights authorized in California Vehicle Code Section 35551 or Section 35551.5, shall be permanently marked on the manufacturer's GVW rating plate with the gallage capacity in gallons the fire truck is designed to carry.
- (d) Tandem axles shall have a minimum axle spacing of 4 feet and tridem axles shall have a minimum axle spacing of 9 feet as measured from the centerline of the first axle to the centerline of the last axle in the axle group.

Except for front steer and tiller axles, all axles within the same loading group shall have a common suspension system that ~~naturally~~ equally divides weight between all axles in the suspension group ~~equally and equitably~~, both statically and dynamically under all loading conditions without any influence from an outside source.

- (e) All fire truck axles shall have a minimum of 4 tires per axle, except for front steer and tiller axles. Four tired axles may be equipped with super single tires with a minimum of 18 inches (445 mm) of cross section and 19.5 inches of bead diameter. When super singles are used on a single axle application, the maximum weight on that axle shall be limited to 23,000 pounds. The tires must have a rated capacity marked on the side wall of the tire as required by the U.S. Department of Transportation, Standard FMVSS 119. The sum of the rated capacities of the tires on the axle shall equal or exceed the axle weight. The tire shall be of sufficient tire size so as not to exceed 685 pounds per inch of nominal tire width on front steering and tiller axles and not to exceed 625 pounds per inch of nominal tire width on all other axles. For purposes of this regulation, "nominal tire width" is the width of tire actually marked on the side wall of the tire.
- (f) Fire truck axle weights shall not exceed the axle manufacturer's rated axle capacity when the axles are equipped with axle components of a corresponding rating.
- (g) Fire trucks may exceed width limitations provided in Division 15 of the California Vehicle Code but cannot exceed 120 inches. All fire trucks shall comply with the length, height, and overhang limitations of Division 15 of the California Vehicle Code except that fire trucks defined in sections 1411.1(d), (e) and (f) may have a maximum front overhang of 8 feet from the front bumper provided that the driver's vision to the left and right is not impaired by the projecting or supporting structure.
- (h) Fire trucks meeting the requirements of this regulation may operate on State Highways without a ~~transportation~~ permit.
- (i) Nothing in this Section shall preempt the requirements of California Vehicle Code Section 35002(d) and Section 35002(e).
- (j) Fire trucks exempt from provisions in Division 15 of the California Vehicle Code shall comply with California Vehicle Code Section 24011.
- ~~(k) Fire truck weights shall not exceed the maximum weight limits posted for any bridge. Fire trucks shall not travel on bridges posted for lessor weights.~~
- (l) All fire trucks shall comply with the California Vehicle Code Chapter 3, Brakes, commencing with Section 26301. In addition, fire trucks that exceed the axle weight limits of 22,500 pounds on a single axle ~~of or~~ 34,000 pounds on a tandem axle assembly, or where the gross vehicle weight exceeds statutory weight

limits shall be equipped with a brake system designed to enhance vehicle control and stability during adverse weather conditions and emergency stops. Each type of fire truck that exceed the axle weight limits of 22,500 pounds on a single axle or 34,000 pounds on a tandem axle assembly, or where the gross vehicle weight exceeds statutory weight limits, prior to sales in California, shall be tested for compliance with the following Performance Tests:

1) Performance Tests

A vehicle with a brake system that is designed to enhance vehicle control and stability shall be tested for the following "Dry Road, Straight Line Stops" and "Slippery Road, Curved Stops" under the control of the General Test Conditions:

a) General Test Conditions

The following test conditions are applicable to both the "Dry road, Straight Line Stops" and the "Slippery Road, Curved Stop" test:

- i) Level 12-foot width lane;
- ii) Vehicle shall be centered in the lane at the initiation of braking;
- iii) Test driver shall be allowed to steer as necessary during braking;
- iv) Brake shall be fully applied as rapidly as possible;
- v) Initial brake temperature shall not exceed 250 degrees F (in lining) at the hottest brake, as measured by brake thermocouple installed in accordance with SAE J843;
- vi) The transmission shall be in the neutral position or the clutch depressed;
- vii) Test vehicle shall be tested both empty as delivered to the Fire District without the miscellaneous equipment installed by the Fire District, and loaded to the maximum gross vehicle weight rating. Vehicles equipped with tanks for liquid fire retardants shall be tested with tanks 2/3 filled with liquid.
- viii) Surface Friction – Peak Friction Coefficient (PFC) as determined with an ASTM E 1134 tire on ASTM traction trailer using ASTM E 1337 procedure. Average value of 10 runs spaced evenly over the test surface.
- ix) Brake Burnish – Burnish brakes as per FMVSS 121 burnish procedure prior to testing (i.e., 500 snubs from 40 to 20 mph at 10 fpsps on a 1.0 mile interval;
- x) The brakes shall be adjusted within the manufacturer's recommended tolerances;
- xi) The tires shall be inflated to the manufacturer's recommended pressure for the load of the tire.

b) Dry Road, Straight Line Stops

The fire truck shall enter the test lane described in the General Test Conditions with the surface friction and initial speed shown below. Thereafter, the brakes shall be applied as required in the General Test Conditions:

- i) Surface friction level-PFC=0.9 (Most dry asphalt and concrete surfaces are at this level);
- ii) 60 mph initial speed;
- iii) 3 repeat runs.

c) Slippery Road, Curved Stops

The fire truck shall enter the test lane described in the General Test Conditions at the surface friction, radius, and initial speed shown below. Thereafter, the brakes shall be applied as required in the General Test Conditions:

- i) Surface friction level-PFC=0.5 (wet, sealed asphalt in good condition is usually at or below this level);
- ii) 500 ft. curve radius (lane centerline);
- iii) Initial speed to be the lower of: 30 mph (48 km/h) or 75% of the maximum drive through speed. Drive through speed is the highest speed that the vehicle can be driven through 200 feet (60.8 meter) of the 500-foot radius curve without leaving the lane. The vehicle is to be centered in the lane at the initiation of the drive through test;
- iv) 3 repeat runs.

2) Fail-safe Protection and Failure Warning

In the event of an electrical failure in the system installed to enhance the vehicle stability and control, the performance of the basic foundation brakes shall be unaffected. The vehicle shall be equipped so that when the left front, right front, left rear, or right rear brake assembly of the enhanced system fails to function as designed, the operator can tell without the need to connect external test equipment. Upon failure of the system, an amber light(s) shall illuminate on the instrument panel of the vehicle. The system installed to enhance the stability and control shall continue to operate without malfunction when electrical current to the stop light circuit fails.

3) Test Results

The final stage manufacturers shall test each type of fire truck and show compliance with (l) (1) (b) and (l) (1) (c) when tested under the General Test Conditions of (l) (1) (a) above. Each type of fire truck shall be capable of making a full emergency stop in both the Straight Line Stop and the Curved Stop without any portion of the fire truck leaving the test lane. The test report shall be written in simple terms, and shall include Performance Test results in (l) (1) (b) and (l) (1) (c). The final stage manufacturers shall make the test report available upon written request from State, city, or county officials.

(m) Manufacturer's Certification.

Each fire truck equipped with a system to enhance stability and control shall be certified by the final stage manufacturer that the additional brake enhancing system is installed and functional.

(n) Effective Date

This section shall be effective and apply to vehicles purchased on or after January 1, 1994.

NOTE: Authority cited: Section 35002 and 35795, Vehicle Code.
Reference: Sections 35002 and 35780, Vehicle Code.

HISTORY

1. New section filed 8-23-93; operative 9-22-93 (Register 93, No. 35).